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MEMORANDUM FOR: Chief OCR

ATTENTION:

SUBJECT: Soviet Bloc Aid to Civil Air Activities of Underdeveloped Countries

The attached brief has been prepared in response to your request to Chief, Transportation Branch, Office of Research and Reports, for an up to date summation of Soviet Bloc aid extended in support of civil air activities in underdeveloped countries. You will kindly note the security classification which is occasioned by the fact that some of the information is limited to US officials only. It is understood that the brief is intended for the use of the Federal Aviation Agency.

FOR THE ASSISTANT DIRECTOR, RESEARCH AND REPORTS:

[redacted]
Chief, Economics Research Area, ORR

Enclosure:
As stated above

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Soviet Bloc Aid to Civil Air Activities of Underdeveloped Countries, 1956-1961

During the past six years, the USSR and Czechoslovakia have extended a considerable amount of aid to the civil airlines and other civil air activities of underdeveloped countries. Such aid has taken the form of sales at reasonable prices and on easy payment terms, as well as gifts, of commercial type airplanes, helicopters, spare engines and parts, training of local air and maintenance crews, construction of maintenance of facilities, technical assistance in operating airlines, including actual flying, maintenance of aircraft and manning of control towers by Bloc personnel, aid in the construction and enlargement of airfields, and provision in general aid contracts of ground equipment useful to civil air operations. This memorandum is a condensation of such information as is immediately available. With respect to items of ground equipment and some smaller aircraft, it is necessarily incomplete. The number of piston and high performance transport, however, is considered to be accurate for deliveries up to the end of 1961.

A. Exports of Civil Aircraft by the USSR to Underdeveloped Countries for Civil Air Activities, 1956-1961

Total commercial type aircraft exported by the USSR, designated for the civil air activities of underdeveloped countries other than countries completely controlled by the Communist Bloc, in the years 1956-1961 consisted of 13 Il-18's, 1 or 2 An-12's, 31 Il-14's, 28 An-2's, 13 Mi-1's and 18 Mi-4's. In the following paragraphs, which are arranged in alphabetical order of purchasing country, the number of each type of aircraft, the year of sale or delivery, and the price and terms of contract where available, are outlined.

1. Exports by the USSR

a. Afghanistan

Except for one Il-14 presented to the King of Afghanistan in December, 1955, all transport type aircraft transferred to Afghanistan have been for the Afghan Air Forces.

b. Argentina

Argentine interests are reported to have purchased a few An-2's in 1956, and 3 Mi-1 helicopters in 1959.

c. Burma

An Il-14 was presented by the USSR to Premier U Nu early in 1956.

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d. Cambodia

Cambodia purchased from the USSR 2 Il-14's in the spring of 1961, with delivery in July. The price was reported to have been $457,000, ($228,500 per aircraft), which included service, maintenance and spare parts for two years. Payment was to be made in riels, (internal Cambodian currency); terms, if any, were not announced. In addition, an Mi-4 helicopter, a gift from Khrushchev to Prince Sihanouk, was delivered in May or June, 1961. Training of flight and maintenance crews is understood to be taking place in the USSR.

e. Ceylon

In 1960, Ceylon was offered 2 or more Il-18's at about $2,000,000 each in local currency on terms of payment extending over 15 years at 2½ percent, the price to include services of technicians, pilot training and a repair shop for forward maintenance. 4 Mi-4 helicopters were also offered. No contract has yet been signed.

f. The Congo

One Il-14 was given to the late Premier Lumumba in August, 1960. In the autumn, however, it was flown back to the USSR. Ten additional Il-14's for which negotiations were in progress in 1960 were not delivered.

g. Cuba

In the autumn of 1960, Cuba received 4 Mi-1 helicopters from the USSR. These were followed in the summer of 1961 by 6 more Mi-1's, 8 Mi-4's and 10 An-2 light aircraft. During the last quarter of 1961, Cuba is estimated to have received 12 Il-14 transports from the Soviets. Some of these aircraft may have been intended for civil activities and some for military support. Prices and terms of payment have not been reported.

h. Egypt

Premier Nasser is reported to have been presented with an Il-14 as a gift in 1955, and possibly with another Il-14 in 1958. In addition, the Egyptian Air Force has been furnished with a number of Il-14's and Mi-4's, which are more in the nature of military than of civil aid.

i. Ethiopia

Emperor Haile Selassie received an Il-14 as a gift from the USSR in February, 1960.

j. Ghana

In early 1960, Moscow presented Premier Nkrumah with a gift Mi-4 helicopter. Next, the Ghana Government bought the BOAC shares of Ghana Airways, and the latter in turn purchased from the USSR 4 Il-18's for $7,000,000 to be paid for over eight years, with a 1-year grace period, at an interest rate of 2.5 percent per annum on unpaid balances. The sales agreement included the cost of training Ghanaian crews in the USSR, and also provided for Soviet crews to fly and maintain the aircraft in the meantime. Eventually 4 more Il-18's were purchased by Ghana Airways for 1961 delivery. At least 1 and possibly 2 An-12's were also acquired in 1961.

k. Guinea

In October, 1960, Guinea purchased 2 Il-18's and in April, 1961, a third such aircraft was obtained. Crews and maintenance staffs were also provided. During the period, 1960-61, Guinea also received 1 Mil-4 helicopter as a gift for the president's use, but it may have been intended also for security work. The Il-18 aircraft were obtained as part of a general credit arrangement of $35,000,000 granted Guinea by the USSR in August, 1959.

l. India

India's purchases of Bloc aircraft for civil use have been nil to date, but a number of An-12's, Il-14's (used) and Mi-4's have been procured from the USSR during the last 14 months for the Indian Air Force. Prices for the An-12's, which included spare parts and ground equipment, are reported to have been about $2,100,000 each, for the Il-14's, $250,000 each, and for the Mi-4's, $180,000 each, all payable in rupees.

m. Indonesia

An Il-14 was presented by the Soviet government to President Sukarno during his visit to the USSR in the last quarter of 1956. It was flown to Djakarta in January, 1957. 10 Il-18's were offered to the Indonesian government in early 1960 at $2,000,000 each, but no sale was made. Indonesia has purchased Mi-4 helicopters for its Air Force.

a. Iran

An Il-14 was presented as a gift to the Shah of Iran by the government of the USSR in March, 1957. 5 An-2's were purchased in 1958.

c. Iraq

Purchases of An-12's, Mi-4's and other small transport aircraft have all been for military account. To date no purchases of Soviet transports for civil aviation purposes have been announced, although there have been reports of repeated offers of Il-18's at reasonable prices.

p. Mali

In March, 1961, the USSR and Mali announced the conclusion of an economic and technical cooperation agreement providing for a long term Soviet credit of $44,400,000. Either under the terms of this agreement or under a separate credit, Mali agreed to purchase 2 Il-18's, 3 Il-14's, at least 3 An-2's and an unknown number of Mi-4's, for a total of 19 aircraft. Values were reported to be $1,876,000 for the Il-18's, $180,000 for the Il-14's and $77,000 for the An-2's. In addition, the services of 50 Russian pilots and technicians were provided in Mali, and a number of Malians were to be trained in the USSR. Bamako was to be built up as a central maintenance base for Ilyu types of civil aircraft operating in West Africa. All of the aircraft contracted for are believed to have been delivered in 1961.

q. Nepal

The USSR presented an Il-14 to the King of Nepal, in December, 1958. A year later, it was flown back to the USSR together with a complement of Nepalese to be trained to be its crew. Other prospective trainees were sent to the USSR for periods of 2½ to 3 years. After a technical check-up, the aircraft was returned to Katmandu in January, 1960. Efforts on the part of the Soviets to sell Il-14's, An-2's and Mi-4 helicopters have so far been unsuccessful.

r. Syria

In December, 1957, Syrian Airways received 2 Il-14's from the USSR and in January, 1958, a third Il-14 was delivered as a gift to President Quwealti. All three aircraft were reported to have been turned over gratis by the

USSR. Four more Il-14's were reported to have been delivered in the spring of 1958 as part of the Soviet economic aid program to Syria. The ultimate disposition of these latter aircraft is not certain, but they were probably turned over to the UAR Air Force in either 1959 or 1960.

c. Yemen

In 1957, 2 Mi-4 helicopters flown by Russians, but carrying the Yemeni Airline name and registration were noted in Taiz. In August, 1958, the USSR presented Imam Ahmad with one Il-14.

d. Other Countries

During 1961, the Soviets conducted negotiations with a number of other underdeveloped countries, notably Bolivia, Morocco, and Nigeria, with a view to selling civil aircraft. No sales have as yet been consummated, however.

2. Exports by Czechoslovakia

Czechoslovakia was the only Bloc country in addition to the USSR to export any significant quantity of aircraft. The Czechs for a time engaged in the production of the Il-14 or Avia-14 as it was designated in Czechoslovakia, but on the whole, the Czechs manufactured and exported only light aircraft. Following are sales reported to have been made for civil air purposes in the countries indicated.

a. Argentina

In 1956, Argentina purchased 20 Super-aero 45's plus spare parts, for $500,000 to be paid for in wool and wheat. The contract included the services for 3 years of 3 Czech technicians for the purpose of training pilots and mechanics.

b. Brazil

Brazil acquired 10 Super-aero 45's in 1956.

c. Guinea

Czechoslovakia delivered 4 Il-14's to Guinea in 1960 as part of a $2,000,000 long term credit. An unknown number of Super aeros were also provided. Included in the arrangement

were 4 Czech managerial experts to operate the line, (Air Guinea), and Czech technicians to fly and man the aircraft. Three Guineans were sent to Czechoslovakia for training.

d. India

One Super-aero 45 and one trainer were sent by Czechoslovakia to India in 1955 as gifts.

e. Indonesia

One Super-aero 45 went to Indonesia in 1958 for civil use. (At the same time, a number of Il-14's were sold to Indonesian Air Force).

f. Mali

Under a $2,500,000 general credit, Czechoslovakia in 1961 furnished Air Mali with 3 aero 145's and 3 Morava L-200's and undertook to manage Air Mali for the time being. Several recruits for pilot and mechanic training were sent to Czechoslovakia. $1,000,000 were to be used in payment for aircraft and $1,500,000 were earmarked for training of personnel. Management presumably was furnished gratis.

g. Yemen

It was reported that Czechoslovakia would furnish Yemen with 3 aircraft at $270,000 each in 1958. 3 Il-14's were reported as being in Yemen in 1959.

h. Other Countries

Super-aero 45's have been noted as being delivered to Ceylon (1958), and Morocco (1961). The Czechs have announced that these aircraft have been sold in 13 different countries.

3. Improvements to Civil Airports in Underdeveloped Countries by Bloc Countries, 1956-1961

Most of the work on civil airports undertaken by Bloc countries in 1956-61 was performed by the USSR. Dumayr Airfield in Syria, noted below, is an exception.

1. Airports built or modernized by the USSR

a. Afghanistan

The USSR has underwritten the expenditure of $7,500,000 for Bagram Airfield and $3,000,000 for Kabul Airport. The former is mainly military, but also has a certain amount of civilian usage.

b. Egypt

5 small airfields for mineral development have occasioned an expenditure by the USSR of $100,000.

c. Guinea

The enlargement and modernization of Conakry Airport, which is to have 3,000 meter runways, is being undertaken by the USSR to the extent of $2,100,000. The services of at least 20 Soviet technicians are required for a number of months.

d. Iraq

USSR survey teams are currently studying the airport situation in Iraq with a view to submitting a general improvement program. A number of the fields selected for expansion will undoubtedly prove to be military installations.

e. Yemen

The USSR has agreed to invest $5,000,000 in airfield construction in Yemen. The program is at present under way.

2. Airports being modernized by Bulgaria

a. Syria

Bulgaria reported to have spent $1,400,000 in improving and lengthening the runway at Dumayr Airport in Syria in 1958. Some additional construction work was still going on as recently as mid-1961.